INTERESTING SIDELIGHTS ON WAR SEEN BY "SUN" CORRESPONDENTS

WAR SCANDAL SEEN IN ACID BUYING HERE

London "Globe" Says Mystery Envelops Big Waste of Explosive Material.

FAVORITISM IS ALLEGED

Special Correspondence to THE SUN.

LONDON, Oct. 2.—While labor has been severely taken to task by the Cabinet Ministers for the failure to produce munitions in sufficient quantities, it now appears, according to revelations just brought out, that the shortage is at least partially due to serious blunders on the part of those who are in charge of the work of supplying to the British Government materials used in the manufacture of high explosives. In one instance alone, which has already been cabled to THE SUN, $1,250,000 is said to have been completely wasted in connection with the purchase of sulphuric acid in the United States.

The disclosures are made by the *Globe*, which says that the payments made in connection with this purchase have an unpleasant flavor of secrecy and a thorough investigation of the matter is demanded.

From the facts printed in the *Globe* it appears that gross incompetence and a scandalous waste of public money have occurred in this one particular instance, and the fear is expressed that the case does not stand by itself, but it is symptomatic of much that is going on behind the back of the British nation.

The firm of C. Tennant, Sons & Co., officers of which are closely connected with a member of the Cabinet, is conspicuously mentioned in connection with the *Globe* disclosures. The article, which begins by telling of the *Globe's* warning in August regarding the purchase of acid, says in part:

Not Purchased in Britain.

"In the spring of this year, for reasons doubtless believed to be good and sufficient, but which we hope will be made the subject of inquiry in the House of Commons, the firm of C. Tennant, Sons & Co., by no means remotely connected in a family sense with a member of the Cabinet, was commissioned to buy large quantities of sulphuric acid in America. Why no attempt was made to secure the acid in this country we will not stop to inquire. It has been alleged that British manufacturers could not even supply all that was needed for ordinary commercial purposes in this country. Whether that is so, the fact remains that this firm bought large quantities for the British Government in the United States.

"But the method of transhipment was so hopelessly defective that hundreds of thousands of pounds, it is alleged, have been lost to the taxpayers of this country. What is worse, the delay and the defects led to a shortage of supply just at the time when it was most needed. There has been a good deal of talk about labor difficulties in connection with the production of high explosive shells. It will come as a surprise to the public that the failure of the supply of sulphuric acid was a main contributory cause of the shortage. It should be explained that oleum, which is concentrated sulphuric acid, is an essential in the manufacture of all high explosives, including cordite. It is also essential to the manufacture of nitric acid, which in turn is a necessary ingredient for all high explosives. Sulphuric acid may be shipped in glass carboys or in vessels composed of substances which do not act chemically when in contact with the acid.

"For some reason it did not suit the firm in question to insure the shipment in that way. The acid was sent over here in an impure form and in iron drums, which even if the acid had been pure, would have been corroded and made to leak. Leakage was the result, and so powerful is the acid that the ships bearing the cargo were greatly damaged, the holds gave off so much noxious gas as greatly to endanger the health of the crews and in one case the crew, having gained some knowledge of the wholly inadequate methods employed, refused to sail, and so much needed cargo of sulphuric acid was held up at New York for two months.

Experiment Cost $300,000 Extra.

"Any one with the most elementary knowledge of the properties of sulphuric acid could have predicted these awful and costly results. What was the outcome? Two vessels which carried the cargo were so damaged. If not beyond repair, so grievously that the owner of them claimed heavy damages from Messrs. C. Tennant, Sons & Co. There was nothing for it but to take over the damaged vessels, and no less a sum than £60,000 ($300,000) was the price of this ridiculous blundering.

"Why has it been necessary to go to America for an impure acid? It is said that Messrs. Tennant have been the sole agents for the British Government, and why was it not possible to buy the acid direct and so save the profit of the middleman. We have evidence of the incompetence of the high explosive department which thought it fitting to appoint as the comptroller of the shipments of oleum a young man, wholly inexperienced, at a handsome salary, his only qualification apparently being that he was the son of his father. This young man was completely ignorant of the properties of oleum. His first introduction to the work was when he was called upon to advise as to the best method of shipment.

"It is estimated that up to date more than £250,000 ($1,250,000) has been wasted when account is taken not only of the actual damage to ships, the compensation paid in respect of the time charter on the vessels, the damage to docks and wharves, the injury to men engaged in handling the iron drums, &c.

"There are other aspects of this contract for the supply of sulphuric acid which need investigation. The relations between the high explosives department and the transport department of the Admiralty would form a fitting subject for inquiry also the reason why oleum was not obtained in this country, but was brought from America in the way already explained, is a further legitimate subject of investigation. That there has been ignorance and bungling resulting in the waste of public funds is evident. That waste is still going on although there has been some slight improvement."

HOW U. S. MONEY WAS SPENT.

Mme. Vandervelde Gives Details of Expenditures for Belgians.

PARIS, Sept. 20.—Mme. Vandervelde has issued her accounts covering the expenditure of about 1,500,000 francs ($300,000) collected by her in the United States. Four hundred thousand were for repatriation and providing for refugees, and one hundred and ninety thousand for food and nine thousand for administrative expenses.

The sum left unused, added to later lecture earnings from England, have been given to a fund called British Gifts for Belgian Soldiers.

'JOHN BULL' TELLS CENSOR 'SOME THINGS WE KNOW'

Horatio Bottomley's Weekly Review Serves Up List of Admiralty Blunders and Examples of Official Stupidity, and Demands More Light.

Special Correspondence to THE SUN.

LONDON, Oct. 2.—While the censor continues to object to despatches to the United States containing anything in the nature of disclosures regarding what is actually going on in the Government and in those phases of the war which are deemed to be detrimental to the national cause, weekly reviews are permitted to print attacks of the most violent nature on the British Government and on those responsible for the conduct of the war.

Horatio Bottomley in his *John Bull* which is now circulated at the rate of one and a half million copies a week, publishes this week a startling article entitled "Some Things We Know and Which We Think the Public Ought to Know." Mr. Bottomley presents a strong plea for more light, arguing that the public is entitled to be told at least those things which are known to the enemy. He insists, in the opening lines and in other parts of his article, that he will not attempt to disclose anything calculated in the most indirect way to assist the enemy of England.

In this connection he makes a vague reference to the loss of the Audacious, saying he refrains from mentioning "a certain naval disaster of the first importance which overtook us in the early days of the war." He points out, however, that photographs and other illustrations, together with every detail of the disaster, are to be found in foreign journals, copies of which can be obtained in public reading rooms throughout England.

Extracts of Mr. Bottomley's article follow:

"We know, approximately, how many German submarines have been sent to the bottom of the sea. What earthly objection can there be to the public knowing also? The idea that Germany is in ignorance of the facts is too grotesque for consideration. We are aware, too, of the spots where many of these sunken submarines are now lying; that information it may possibly be desirable to conceal, but if the authorities could see their way to publishing the total of German submarine casualties to date there would be fewer long faces to be seen in the streets.

Might See Captured Submarines.

"We might also be told how many of these vessels have been captured, and it would be a good thing if the First Lord of the Admiralty might do worse than issue cheap excursion tickets to a certain English port where some interesting specimens may be seen. It would also be highly stimulating to be told the full story of the sinking of at least one submarine, while its officers were on board a British liner examining its papers and preparing to blow it up. We should like to see a notice of this, with special reference to the fate of those officers. It would too be interesting to hear something more of the achievements of our own submarines.

"We know that many hostile air craft have been brought down but for stupid restrictions against firing at them. We have heard even of men in charge of guns being reprimanded for shooting at a Zeppelin without official orders. We know that in London at least one gun was placed on a roof on the day that a Zeppelin accompanied it across the water with important plans and other particulars of our coast defences in its possession. As Sir Percy Scott has now been placed in control of London's antiaircraft defence perhaps he will stipulate for a certain discretion in giving the public such information as he may consider they are entitled to. And perhaps he will revise the list of inspectors who go about after air raids reporting upon the damage done.

"We know one instance in connection with the Zeppelin visit of May 31 last when a bomb fell through the roof of a certain stable—situated, shall we say, 'somewhere in the eastern counties'—tearing a huge hole several feet deep in the ground. The following day the inspector came around, carefully examined the place and declared that it could be safely filled up, there being no danger whatever, to which the occupier, however, dissatisfied with this official decision, set about, with the aid of some of his neighbors, exploring the cavity, with the result that a few days later they came upon an unexploded bomb weighing close upon two hundred weight. Then the police arrived on the scene and had the place locked up. Subsequently Lord Kitchener and three officers came down and examined the bomb and declared it to be the largest which up to that date had ever been dropped in England; and ultimately it was taken away in a huge sandbox by a party of soldiers.

"Slacking" Still Prevalent.

"We know that an enormous amount of slacking is still prevalent in our munition works and that trade union regulations are still responsible for much scandal. To give a specific illustration: The Scout Aeroplane Works at Bristol are about the same size, employ about the same number of men and are engaged upon practically identical machinery and turn out the same class of aeroplane as the great aeroplane works at Nieuport, in Belgium. And yet the output at Nieuport is four times greater than at Bristol, the reason being that the Nieuport men are under military discipline and that in the event of any of them not working up to his full capacity he is at once sent off by the officer to the firing line.

"We know that in many shops, in the works in which vital submarine parts are being made, the men are not allowed to work more than eight and a half hours a day and that any man who exceeds a given output is at once treated as a blackleg by his mates. Mr. Lloyd George is well aware of this fact. Who Lloyd George are in a position to send him scores of others.

"We know, on the other hand, of many bona fide artisans who have been refused the opportunity to put where offering their services for munition work. We know of one factory where titled ladies are employed while quite recently a London Coroner declared at an inquest that 'some maltreatment' was the cause of Woolwich Arsenal. This is the second inquest I have held in two weeks on men who have been to the arsenal and have been unable to get work.'

"We know of many hundreds of Canadians who have been sent over here to do their jobs as skilled mechanics and over here who have been here to do, only to be told that the arsenal does not require them and then two thirds of them were sent about, to do, leaving them stranded in the streets, and yet the Munitions Minister and his sums want 200,000 unskilled and 80,000 skilled workers!

Official Order Unchangeable.

"We know of two vessels, identical in build and size and in every respect, which were taken over by the Admiralty—one fitted up at Avonmouth for troops and the other in London for horses—the cost of fitting each being about £5,000 ($25,000). A little later on the Admiralty gave orders for the horse ship in London to be dismantled and to be fitted up for troops, and for the troop ship in Avonmouth to be dismantled and fitted up for horses! Upon receipt of this order the owners, as a high public spirit, approached the Admiralty and pointed out the ridiculous nature of the instructions, but was told that they were official and could not be varied.

"He, however, declined to be a party to robbing the British public of £10,000 ($50,000), and ultimately arranged for an exchange of the two vessels. Before this was done, however, he received an official inquiry as to what coal the London ship had on board, and having replied that the quantity was 600 tons was then asked if that would be sufficient to take her to Avonmouth! His reply was, 'Sufficient to take her to America.'

"We know of a great transatlantic liner which was taken over and put under the command of a torpedo officer, the liner's own officers being placed under him—and we know that, contrary to their advice, the liner approached too near to another boat with the result that the large vessel had to return to dock for nearly six months, while the smaller one was also injured.

"We know of another vessel, which was stripped of her passenger accommodation and fitted out as a prison ship for refractory tommies—taking nearly £1,000 ($5,000) worth of stores on board. The vessel was then sent to Havre, and after lying there for some time was brought back to London, gutted again, loaded with one gun and then sent with six officers to Boulogne, only to return again to be loaded with another gun and take on six more officers—to return once more, to be fitted for laborers' accommodation!

"Make No Suggestions!"

"We know of another vessel, fitted at a cost of £5,000 ($25,000) for horse accommodation, and ordered to load hut material for the Dardanelles. The horse fittings in no way interfered with this work, but the transport officer was ordered to take them all out and pitch them ashore. He accordingly wired the Admiralty suggesting that they should remain where they were—to receive a reply that his duty was to carry out his instructions and not to make suggestions.

"We know of a vessel loaded with explosives—live shells of every kind and description—which recently arrived at an English dock and was boarded by stevedores and laborers with lighted pipes in their mouths. When the Admiralty officials attention was called to the matter he simply replied, 'Have a notice painted, "No Smoking Allowed."' and left the men to finish their smokes.

"We know that in at least one case of a British war vessel being torpedoed many lives were lost in consequence of the life belts all being stowed below instead of being kept available on deck, with the result that the crew were caught like rats in a trap before they could reach the deck.

"We know that in cases where plans and specifications of new airships and other inventions have been submitted to the authorities and replies have been sent stating that they were in course of examination. It has subsequently been found that the papers had never been opened.

"We know that, on the outbreak of the war, we had a very narrow shave from an appalling disaster through leaving our trade routes and arteries unprotected and that only German stupidity saved us.

"We know of certain firms having contracts with the War Office, and who have offered to reduce their prices, but were not allowed to go on at the contract prices.

"We know of a firm which quotes 2s. 9d. ($0.68) for a certain article, but that 4s. 6d. ($1.12) ... it was not up to quality—and then went back the same sample and got the order at 4s. 6d. ($1.12).

"We know that the so-called party truce is a farce and a fraud, and that lurking behind it is the same old spirit of personal scheming; and that there will soon be a general collapse of the political machine.

"We know what will follow!"

HAVE NEW AEROPLANE GUN.

French Invention Weighs Only 15 Pounds—Operated Easily.

PARIS, Oct. 1.—The Military Inventions Commission has bought from a French engineer the patent of a mitrailleuse for aeroplane use which weighs fifteen pounds and can be operated by an aeroplane pilot without endangering the balance of the aeroplane. Tests were made at one of the aviation centres near Paris, and one of the factories manufacturing mitrailleuses for the French Government will hereafter devote its capacity exclusively to the new model.

The model formerly used on aeroplanes weighed fifty-five pounds and could not be easily operated by the pilot. The redoubtable Pegoud was in fact one of the few pilots who did successfully manage both his aeroplane and a mitrailleuse. The new gun does not differ materially from the old one as regards range and accuracy, but it requires a superior support of the aeroplane, which is thus enabled to make up for the increased shock of the kick, due to the smaller weight of the gun itself.

FINDS FOUR KINDS OF BOMBS.

English Magazine Describes the Hair Brush and Others.

LONDON, Sept. 28.—There are no other articles on the subject of the war which can compare with those to be found month by month in *Blackwood's Magazine*. Even the censor has no chance to take the life and spirit out of them, and perhaps because they see the light so long after the events they describe have occurred they contain valuable and interesting information not to be found elsewhere.

A writer in the current number gives an interesting account of the various bombs in use. He says:

"The hair brush is very like the ordinary hair brush except that the bristles are replaced by a solid block of high explosive. The policeman's truncheon has large square of tape fixed to the end of it to insure it falling to the ground nose downward. Both these bombs explode on impact, and it is inadvisable to knock them against anything, say the back of the trench, while maneuvering in action.

"The cricket ball works by a time fuse. The removal of a certain pin releases a spring which lights an internal fuse timed to explode the bomb in five seconds. You take the bomb in your right hand, remove the pin and throw the bomb immediately. The Jam tin variety appeals more particularly to the sportsman, as the element of chance enters largely into its successful use. It is timed to explode about ten seconds after the lighting of the fuse."

How Paris Is Protected Against Raids of German Aircraft

Official photos issued by the French War Office and passed by the French censors. Supplied by International Film Service.
Various instruments adapted to use against aeroplanes, to guage the height, distance and speed of approaching aircraft.

A strange listening post, fitted with four "reversed megaphones," connected with a microphone, so that the slightest sound of an approaching Zeppelin or enemy aeroplane as well as the direction of the foe's approach is plainly discernible while the hostile craft is still miles away.

CUBISTS, PAINTING ROAD, FOOL GERMAN AVIATORS

French Soldiers March Under Canvas Highway Which From Aloft Looks Genuine—Wielders of Brush Employ Color Scheme to Hide Field Pieces.

Special Correspondence to THE SUN.

PARIS, Oct. 1.—Perhaps the most amusing service which the front supplies falls to the lot of painters who before the war astonished the uninitiated public by their works in cubism and the other contemporary movements in painting founded on cubism. A score of these men, some of whom are fairly well known in the painting world, have turned "camoufleurs," or painters of decoys to deceive the enemy's aerial observers.

One of the most brilliant feats accomplished by some of them who were out in Champagne not long before the present offensive was begun was the painting of a canvas road about a kilometer long. The painted canvas was hoisted on poles over the real road, and for many days columns of French infantry marched under the canvas from one deep communication trench to another in order to reach the various distribution points to which they had been assigned in connection with the coming attack. The painters did the canvas in four days and put in up in one day, whereas it would have taken a regiment a week to have dug enough deep communication trenches to have permitted of the rapid passage of the troops.

The painted road system, too, has the advantage of permitting the columns to march freely and rapidly on hard roads, instead of struggling through the mud of deep trenches. French aviators hovered over the canvas road in order to test it before it was used, and all of them reported that it looked exactly like a hard road. It was found that the stratagem could not be used, however, neither early in the morning nor late in the afternoon, on account of the length of the shadows, for shadows show up like ink spots on paper from far above and the running file of shadows along the side of the bare road would have given away the trick to the enemy.

The familiar principles of optical science, so well known to painters and particularly to contemporary radical painters, have been widely employed in hiding artillery pieces, walls, sand bags, blockhouses and even convoy wagons. In general any highly spotted surface suffices to deceive the eye as regards stationary objects. For a field piece a yellow barrel, one red wheel and one green one, a blue and white stringpiece and a black caisson suffice to prevent it from being made out from the height at which enemy aeroplanes dare to fly over the lines.

For moving objects, like supply wagons, it is better to use streaked surfaces done in a wavy or zigzag fashion. They are even less visible when moving rapidly than when creeping along slowly, which makes auto trucks more easily disguised than horse vehicles, even if the horses' backs are painted or covered with painted cloth. Sandbags are done all one color for each bag, the principle of deception being based on the composition of the colored bags in ensemble. Roofs are painted in spots, and if the fly cover important observation posts or blockhouses they are frequently done over.

It is the triumph of impressionism, certainly, if one may speak of triumph for a form which has really so long prevailed. As one of the painters expressed it: "For twenty years I have worked to render visible invisible things; now I render invisible every kind of visible object, all by a simple reversal of the principle of ancient principle."

BRITISH ARE GREAT ADMIRERS OF JOFFRE

His Brain Planned the Recent Big Offensive in Champagne.

HIS CRITICS ARE MANY

Special Correspondence to THE SUN.

LONDON, Oct. 2.—To a neutral observer the most interesting fact disclosed by the publication of the reports of the great offensive movement begun by the British and French troops on the western front is the great admiration of the British for Gen. Joffre, the French commander in chief.

English military critics are beginning to realize that the brain that planned the defences which stretch from the North Sea to Switzerland and which organized the great offensive movement is the brain of the great French soldier. Adverse criticisms have appeared from time to time before the present phase of the war began, and some writers have laughed at the fact that most of the pictures representing Gen. Joffre represented him decorating and inspecting the "cavalry" of soldiers in the field. But all responsible military critics now agree that, although nothing could detract from the glory earned by the British troops in the war from the retreat of Mons to the great battle which began on the 25th, the man behind the great movement is the French commander in chief.

Unstinted praise is heard on all sides here and most of it is along the following lines:

"Now at last we can realize dimly what it means to be a commander in chief in the great war, to manoeuvre armies spread over half a continent, to conduct at the same time half a dozen battles which one man nothing takes one by one as the French people.

"In France no doubt there have been many, both in the army and out of it, who have chafed at the delay, who have demanded that the French soldier should be allowed to do the work for which he is temperamentally fitted—attack. Doubtless many who were too wise to utter treason questioned the wisdom of keeping men of such volatile spirit penned up so long in the trenches. But Joffre knows the new France, which is much more steadfast than the old, and above all he knows his plan. He will not have charges made for show and to please the readers of newspapers; he calls that murder.

"He does not mind if for months nothing picturesque happens. The fact that the battle of the 25th was begun was a pure accident. He would just as soon have taken an inch by inch advance day after day. 'Down with spectacle!' is his motto as it should be of every General in this war, wherein theatrical heroism has no place. He is a man with no taste for anything spectacular, and yet his men are devoted to him. He has no more wish to be a figure of life. France knows her man by this and yet we in Britain are only learning. And even now the old way to-day Joffre not only represents France, but political and military strife between civil and military authorities.

PARIS WORSHIPS TO-DAY AT THE SHRINE OF MARS

Huge Crowds of Wounded, Women and Children Pay Homage at the Tomb of the Great Napoleon.

By CAROLYN WILSON.

PARIS, Sept. 28.—Paris has had her shrines in Paris, I suppose. They were very gay and frivolous, full of life and light and laughter.

But now is war; and war has her shrine.

Out of the peaceful, artistic nation have come warriors, out of a nation of sceptics has come faith.

The two unexpected, undivided traits have become part of every Frenchman, and it is at the tomb of Napoleon that he finds the incarnation of these newly born emotions.

That lofty, majestic dome, with its magnificent peace in the encircled midst of the great gold and bustle of Paris, of which lies the greatest man of the world in its simple grandeur, is the shrine of the French people.

In his history, in his courage, ambition, determination, they see the embodiment of the spirit of to-day, and sometimes wonder if they have it, sometimes feel that they have, and sometimes, and if it stirs for a vague, uncomfortable sound through their corridors in the sadness of their souls.

Paying Homage to Napoleon.

I was there on Sunday. The courts on both sides of the Invalides were full. A slow moving throng pressed up the steps. There were wounded and crippled, women, and little children, shamed men pale from fierce wounds, men with their arms in slings, who contained some physical defect, strangers paying their tribute, Moroccans, Senegalese, Englishmen, all bringing their offerings to—for that time to the glorious past of France.

The pale blue light filtered in through the almost invisible windows of the high dome and enveloped in an atmosphere of cool aloofness the sarcophagus, the crypt below and over the broad balustrade 10,000 eyes gazed down upon the simple grandeur of the tomb.

Is there any place like it in the world? That massive block of red porphyry on its gray green base, those wreaths of triumph, those statues of victory, those battle torn flags dimly colored, and within the dust of the great little man.

They walked around the circle, crowd, slowly moving, heads bared, eyes thoughtful, and ever and again I would see their gaze stray from the bareness of the tomb to the burst of golden glory over the altar. For the sun was falling in through the dust purified in glass and in its rays standing like points on a diadem laid on the huge gold altar which glittered and shone in the chapel.

The Joffre of Long Ago.

By my side were some Senegalese to whom a Frenchman was explaining in simple language the grandeur of Napoleon, and I liked his explanation of omitting the Beresina and St. Helena and his final remark, "Il était le Joffre de jadis" (the Joffre of long ago); and a reflective Moroccan nodded comprehendingly and showed his white teeth in a smile and a "Y est un homme, un Joffre." I wondered how the dead Napoleon would have liked the compliment.

The crowd leaving the tomb turned into the court of the Invalides and lingered over the German trophies, the captured aeroplanes with the broken wings covered with painted iron crosses. Fathers home on permission explained to their boys how such and such a gun stood, recounted tales of their own experience, the groups listening around them with interest and the pride. They were fingering with their bandaged hands, and they stood up proud and straight, with a light in their eyes while they said: "My papa is the greatest hero of the world."

A Museum of Modern War.

Patient crowds stood a hundred long in the two galleries on either side of the court waiting to be admitted ten at a time to a view of all the instruments of this war. There are shells and bombs and hand grenades of every description and percussion, guns, lances, guns, mitrailleuses, cannon, models of aeroplanes, armored cars, steel arrows, asphyxiating gas masks—everything that has to do with the war of to-day.

It is a perfect education in things military to young and old. They were lessons in heroism and bravery, flags snatched from the enemy at the price of one life, old helmets torn, broken drums which have beat the way to victory.

And when you see the thousands, the tens of thousands who pass through those courts, who stand humbly hopeful and bald heads by the tomb of the great man, who study the war machines, who listen to the tales of the returned "poilus" who fill their day with thoughts of some distant trench or field of battle you know that Mars has found his shrine in the hearts of the most peace loving nation on earth.

SWISS TO INVENTORY STAPLES.

Wool, Cotton and Rice to Be Valued—Hotel Men Suffer From War.

LONDON, Sept. 28.—A despatch to the *Morning Post* from Bern says that German inspired newspapers in Switzerland are attacking a private import trust recently formed by Geneva merchants. A similar import trust has been formed by merchants at Basle.

The Swiss Government is about to make an inventory of existing stocks of wool, cotton and rice, after which it will decide as to the made of foodstuffs. The Berne correspondent quotes the *Neue Zurcher Zeitung* as authority for the statement that there is still sufficient rice in the country for four months, although it belongs to Germany. The Government is said to be considering the importation of cane sugar because of the difficulties of getting beet sugar from Austria.

The Swiss hotel industry, with some $43,500,000 ($217,500,000) invested in it, is said to be in a highly critical situation. It is suggested that the Government should be asked to form a banking institution with plenty of capital to extend relief to those in the hotel business.

Winston Churchill a Painter.

LONDON, Sept. 28.—Winston Churchill has developed a new diversion or hobby—painting in oil colors. Through the intimate portraits of Mrs. Churchill he has found a new ground for landscapes. Mr. Churchill is quite self-taught, except for a single lesson from John Lavery, the court painter; but his efforts are said to be excellent.

Women Manage Military Hospital.

PARIS, Sept. 28.—The Australian hospital at Auteuil has been given a military status. Dr. Helen Sexton, directress in chief, has been granted the rank of "medicin-major." The staff is entirely composed of women and has been organized through the private initiative of Mrs. Smith, her two daughters and Mrs. Helen Blackwood, all of Melbourne, who are providing the funds necessary for its maintenance.

CRAWL TO FREEDOM FROM GERMAN CAMP

Two British Prisoners of War Cut Barbed Wires and Flee at Night.

Special Correspondence to THE SUN.

LONDON, Oct. 2.—An interesting account of the escape from Germany of two prisoners of war, a sergeant and a private of a British light infantry regiment, has been brought to light through the audience granted by the King at Buckingham Palace to Sergeant Birley and Private Haworth.

King George personally questioned the two soldiers at great length regarding their escape. The story told by Sergeant Birley was particularly interesting:

"It took us just four days and five hours to get free of the German soil after the escape from our prison at Westphalia," the sergeant said. "I went to the front with the first battalion of the Gloucesters, as soon as the war broke out, and we were captured on October 29, 1914, near Ypres. On the way to the prison camp in Westphalia we were pretty roughly treated. One night fifty-five of us were locked in a church and nothing to eat for more than twenty-four hours. At last they emptied a bucket of moldy bread onto the floor and gave us a pail of water. During the train journey fifty-three of us were crammed in a closed railway van for fifty-six hours. Only once were we allowed to get out, and that for a few minutes. For food we had some scraps of bread.

"At the camp I made several plans for escape, but never got a favorable opportunity. I managed to get myself transferred to another camp and there I formed a plan which should have succeeded well.

"It was not an easy matter. The camp was, of course, surrounded by high barbed wire fencing, part of which was four fronts a sentry was posted and lighted by powerful acetylene lamps which lit up the whole camp.

"The great night came. We waited till one of the sentries had his back turned, and then we wriggled on our stomachs to the fencing. I then managed to sever one strand of the wire with a pair of pliers I had made the sentry did not notice of and there I made the greatest noise I've ever heard. But the sentry was not hit. With beating heart I snapped the second strand. That made an awful noise. Still the sentry was not near us, we had slipped out, free in the dark night, and we ran. It was rush to get away and we ran. I am glad we outwitted that sentry, so he had caused us a lot of trouble.

"We had to crawl for 160 yards before we could get a patch of shelter, and then we moved away as quickly as we could in the circumstances. During the night the compass which I had was a real friend.

"The only food we had was a few biscuits and a little chocolate. Whenever we came near a farm the watch dogs barked, and we had to go on. But dogs always seemed to be near us. For stealing apples in the orchards. For three days we had nothing to eat but apples.

"It wasn't safe to travel by day. Although we had plenty of tobacco, I had no matches, and it was dangerous to be smoking by day or night. There were times when I would have given all my tobacco might have in my possession for a match to light that inquisitive cigarette on our track.

"When we finally crossed the frontier into Holland we were in a pretty bad condition, so cramped with sleeping out in the wet and our feet swollen and bleeding we could hardly stand. The first Dutch farmhouse we saw was a godsend."

DUTY ON U. S. AUTOS HARD ON BRITONS

English Dealers Say High Figure Is a Threat to Their Business.

DOUBT EFFICACY OF TAX

Special Correspondence to THE SUN.

LONDON, Sept. 30.—Of the many protests raised against the new taxes outlined in Mr. McKenna's budget none is stronger than that which has followed the announcement of a 33 1-3 per cent. tax on imported automobiles. American cars are affected almost exclusively inasmuch as the high priced French cars are no longer in demand while cheap American automobiles are selling in huge quantities both for pleasure and commercial uses.

The Motor Trade Association, which is one of the strongest organizations of automobile owners in the world, has taken the matter in hand and is determined to obtain at least a hearing from the Chancellor of the Exchequer before the new tax comes into effect. A vast amount of matter is being published to protest against the new measure and no effort is to be spared to obtain a reduction of the tax.

The chief argument advanced by the officials of the Motor Trade Association is that a great British industry is threatened with extinction by the new taxation. It is pointed out that $80,000,000 of British capital and the means of livelihood of tens of thousands of British subjects are placed in jeopardy inasmuch as the mainstay of the British automobile trade just now is the sale of imported cars. The Chancellor's argument that the main reason for the new taxation is the conservation of bullion in the country is assailed by the automobile owners, who assert that at the present rate of exchange the American manufacturers prefer to leave the money in British banks. The Motor Trade Association advocates a reduction of the tax to 15 per cent.

Three Arguments for Tax.

The Chancellor gave three reasons for his proposal: (1) to restrict imports; (2) to reduce consumption and promote economy; (3) to raise revenue.

Dealing with the first point, the association shows that the restriction of import is palpably intended for the conservation of bullion. On the Chancellor's own figures the money alleged to go out of this country yearly would be the merely nominal amount of about $17,250,000. Obviously, however, if a 33 1-3 per cent. duty is imposed the sale of imported cars must drop considerably. Assuming that the estimated figure of 40 per cent. as given as the probable drop in the sales by the leading agents is approximately accurate, this brings the estimated export of bullion on imported cars to about $10,000,000.

Now comes another surprise. Apparently the whole question of the rate of exchange as affecting the conservation of bullion has been overlooked. Yea or nay, the actual fact is that this estimated ten millions is largely an exaggeration. As the rate of exchange is at present and as it has been for some little time it suits some of the American manufacturers better to leave their money in this country.

From the mere figures so far available to the Motor Trade Association, of this hypothetical $10,000,000 considerably more than $2,000,000 belonging to American motor manufacturers is at present—and has been for some months—reposing in British banks. Not only that, but sums totalling more than six figures sterling of this American money have been found already specially earmarked for the next British war loan. When the rate of exchange is normal these American firms may of course demand the remittance of their money.

Where Economy Becomes Difficult.

The Chancellor's second point is the reduction of consumption and the production of economy. A smaller tax would accomplish this to some extent and the two points fade into the myth so far as the retail branch of the British motor industry is concerned if their livelihood and $80,000,000 vested interests are to be seriously jeopardized. The owners of $80,000,000 cannot practise national economy very well if they have no money to practise with.

The third and last point arrived at by the Chancellor is the raising of revenue. It is held to be obvious that a larger revenue would accrue from a more moderate tax. On the assumption that that is not clear the Motor Trade Association submits the following epitome of its arguments. As a premise assume for the moment that the figures as to loss of car sales under the two alternative tariffs of 33 1-3 per cent. and 15 per cent. as obtained from the average opinion of the people concerned is roughly accurate. It certainly should be near the mark. The losses anticipated are respectively 40 per cent. and about 5 per cent. under present conditions. As a complementary premise assume an even slightly larger sale of imported cars than that anticipated by the Chancellor, so as to get the matter into round figures. Take then a rate of sales of imported cars equal to $25,000,000 a year retail prices. Suppose the sum represents 25,000 cars at an average price of $1,000 a car, not far removed from the actual average figure.

The Chancellor expects a 33 1-3 per cent. ad valorem duty to bring in $7,250,000. The consensus of opinion of the British retail motor trade, however, by its average vote stated that sales may be expected to drop under a 33 1-3 per cent. duty by 40 per cent. Therefore, the Chancellor's estimated revenue would in practice only be $4,450,000.

There is, therefore, a direct inland revenue negative income (that is to substantially equivalent though simple language a great loss) on 40 per cent. of 25,000 cars of, say, $75 per car for taxes, licenses and petrol duty, which equals a negative income to the Treasury of $750,000 per annum.

There is also a correlative negative income to British shareholders, as specified in the following examples, practically 30 per cent. of the average retail car price, that is to say $300 per car:

Where Britain Would Lose.

Freightage in English ships, insurance by English underwriters, discounts to English wholesale representatives, discounts to English retailers, wholesalers, dock laborers and garagemen, whole purchase of English tires, &c.

This equals a loss to British sources of $3,300,000 and a direct loss to the Chancellor of $740,000. The Chancellor's direct losses are therefore $750,000 added to $740,000, or $1,490,000.

He has, therefore, a substantially negligible net revenue from the 33 1-3 per cent. ad valorem tax of $1,960,000, against which a liability of the financial magnitude of something over $80,000,000 is jeopardized, and some 30,000 employees endangered as to their means of livelihood.